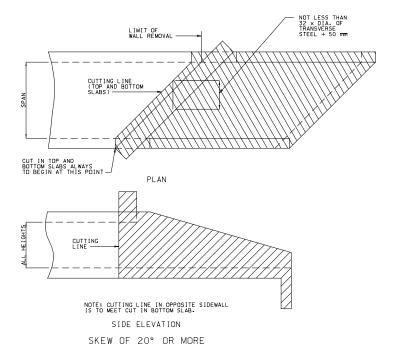


SIDE ELEVATION

NO SKEW OR SKEWS LESS THAN 20°



GENERAL NOTES:

THE HATCHED PARTS OF THESE DRAWINGS INDICATE THOSE PORTIONS OF THE EXISTING CULVERT WHICH ARE TO BE REMOVED.

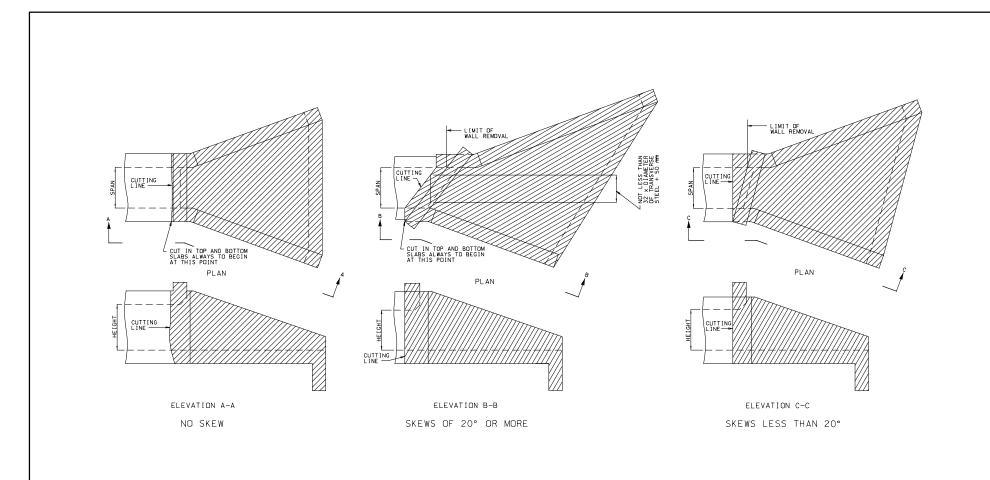
ALL REINFORCING BARS WITHIN AREAS SHOWN TO BE REMOVED. THAT AREA BONDED IN UNDISTURBED OLD CONCRETE, SHALL BE CLEANLY STRIPPED. STAIGHTENED. AND EXTENDED INTO NEW CONCRETE.

SEE STANDARD SPECIFICATIONS FOR REQUIRED BUSHHAMMERING AND TREATING OF OLD CONCRETE SURFACES WHICH ARE TO RECEIVE NEW CONCRETE.

A CONTINUOUS Y-GROOVE AT LEAST 25 mm IN DEPTH SHALL BE CUT ON THE FACE OF THE CONCRETE AS A GUIDE FOR THE LINE OF BREAK AND TO PREVENT SPALLING.

THE BOX EXTENSION OPENING SHALL BE BUILT TO MATCH THE EXISTING BOX OPENING. WHEN THE EXISTING OPENING DOES NOT MATCH A SIZE FROM THE TABLES. THE NEXT LARGER SIZE SHALL BE USED FOR DETERMINING THE MEMBER SIZES AND REINFORCEMENT.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
	CONCRETE BOX CULVERTS CUTTING DETAILS EXTENSION TO STRAIGHT WINGS		
DATE	EFFECTIVE: 10-01-2000	M703.38A	1/2



GENERAL NOTES:

THE HATCHED PARTS OF THESE DRAWINGS INDICATE THOSE PORTIONS OF THE EXISTING CULVERT WHICH ARE TO BE REMOVED.

ALL REINFORCING BARS WITHIN AREAS SHOWN TO BE REMOVED, THAT AS BONDED IN HUDISTURBED OLD CONCRETE, SHALL BE CLEANLY STRIPPED, STAIGHTENED, AND EXTENDED INTO NEW CONCRETE.

SEE STANDARD SPECIFICATIONS FOR REQUIRED BUSHHAMMERING AND TREATING OF OLD CONCRETE SURFACES WHICH ARE TO RECEIVE NEW CONCRETE.

A CONTINUOUS V-GROOVE AT LEAST 25 $\overline{m}\overline{m}$ IN DEPTH SHALL BE CUT ON THE FACE OF THE CONCRETE AS A GUIDE FOR THE LINE OF BREAK AND TO PREVENT SPALLING.

THE BOX EXTENSION OPENING SHALL BE BUILT TO MATCH THE EXISTING BOX DPENING. WHEN THE EXISTING OPENING DOES NOT MATCH A SIZE FROM THE TABLES. THE NEXT LARGER SIZE SHALL BE USED FOR DETERMINING THE MEMBER SIZES AND REINFORCEMENT.

